

GOT AN INJUNCTION.
One Restraining all Persons From
Interfering With the
OPERATION OF WHEELING ROAD
Was Granted by United States
Judge Jackson Yesterday.

TRAFFIC WAS INCONSIDERABLE.
Tracks Were Obstructed on the South
Side During the Morning and After-
noon—Chief Clemans Arrests two
Boys Who Were Throwing Missiles.
Labor Commissioner Barton's Un-
successful Effect to Mediate.

THE STRIKE TUESDAY.

Judge Jackson, of the United States Court, sitting at Parkersburg, granted an injunction restraining any person from interfering with the operation of the Wheeling Railway Company's lines, either by the strikers or public.

Fifty additional men will arrive this morning to operate the road. The Wheeling Railway Company yesterday succeeded in partially operating its lines. At one time eight cars were running. Operations suspended at 5:30 p. m. There were few passengers.

The strike is hurting business. A meeting of the business men is called for this evening at 8:30 o'clock, chamber of commerce, for the purpose of bringing about a settlement, if possible. A full attendance is desired.

State Labor Commissioner Barton offers to mediate, but the company declines to deal with the strikers, except as individuals.

There was more trouble at the barn last evening; nothing serious, however. During the day obstructions were placed on the tracks in the South Side district.

Over-the-river men remain at work, the company withdrawing its order for the running of the cars into Martin's Ferry.

Neither side shows signs of weakening, so far as can be seen now.

By far the most important development in the strike of the operators and conductors of the Wheeling Railway Company, came last night, when representatives of the company returned from Parkersburg, bearing with them copies of an injunction granted by Judge John J. Jackson, of the United States circuit court. This injunction restrains "John Smith," a fictitious individual of course, and all others from interfering with the operation of the company's cars in this city, Benwood, Bridgeport and Martin's Ferry. Next in interest to this rather surprising development, comes the announcement that the company has secured fifty additional operators and conductors, who will be here this morning to take places on the cars.

As detailed below, there will be a meeting of business men at the chamber of commerce to-night to discuss the strike, and, if possible, propose a remedy. A full attendance is desired.

The developments of the day are given in detail below.

An Injunction Granted.

The Intelligencer was informed shortly after midnight this morning that Judge Jackson, of the United States court, sitting in chambers at Parkersburg, yesterday afternoon granted an injunction restraining "John Smith" and all others from in any manner interfering with the operation of the road. It is said Marshal John K. Thompson and some of his deputies will be here to-day to serve the injunction on any persons they may find placing obstructions on the tracks of the street car line. The injunction in full is as follows:

In the Circuit Court of the United States, for the District of West Virginia, at Parkersburg, April 11, 1899: Wheeling Railway Company, Plaintiff, vs. John Smith and Others.

This 11th day of April, in the year 1899, came the Wheeling Railway Company, by its attorneys and counsel, and presented its bill, duly verified, praying for an injunction as therein set forth, and with its bill presented the affidavits of L. S. Kirker and Frank Cox. And it appearing that the defendant John Smith and others, whose names are unknown, have combined and confederated together to prevent, and are now preventing, and threatening and intending to continue to prevent the plaintiff, the Wheeling Railway Co., its agents and servants, from running along its railroad, in the town of Benwood, in the county of Marshall, and state of West Virginia, and in the city of Wheeling, in the county of Ohio, and state of West Virginia, its cars for the transportation of United States mail under and in accordance with contracts entered into by the said plaintiff with the government of the United States, and its cars for the transportation of passengers between points in the state of West Virginia and points in the state of Ohio, and that such preventing has been and is being done, and that it is to be done by the placing of obstructions upon the tracks of the said railroad, by the destruction or injuring of the cars of the plaintiff, by violence and injury and threats of violence and injury to the car barn and other property of the plaintiff, and by other methods set forth in the said bill and affidavits, and it further appearing that by the acts aforesaid the plaintiff has been prevented from conveying the United States mails in the usual and ordinary manner, and as contemplated in its contracts aforesaid, and that unless the injunction hereinafter ordered shall be issued and enforced, the plaintiff will continue to be prevented from so doing, and it further appearing that pending the maturing of this cause for final hearing a temporary injunction is necessary both in order to protect the said plaintiff from immediate irreparable injury, and to prevent the plaintiff from being interfered with in the transportation of the mail, and in the transportation of passengers as aforesaid. It is now by the court ordered that the defendants, John Smith and other defendants whose names are unknown, and all other persons, the agents or assistants of the said defendants, be enjoined and restrained, until the further order of this court, from obstructing the plaintiff's tracks, from injuring the plaintiff's cars, from interfering with the running or operation of its cars, from injuring or threatening the employes of the plaintiff employed in running or operating its cars, and from interfering by the use of any other means, with the regular and orderly running upon its road of the cars of the plaintiff, or with the transportation thereon of the said mails or the said passengers. And it further appearing to the court that if disobedience to this order should take place there is in any great damage might be done before such disobedience could be reported to the court, and proper orders made with respect thereto, it is further ordered that the marshal shall, once serve copies of this order upon the said defendants and those assisting or aiding them, and that at the same time he shall proceed with a sufficient force, and without further order of the court, to enforce obedience on the part of the defendants and others, their agents and abettors, to the terms of this order, and he shall arrest and bring in his custody before this court any of the defendants or their agents and abettors whom he may detect and observe in any act of disobedience to the terms of this order.

L. B. Dilleker, clerk of the circuit court of the United States, do hereby certify that the foregoing is a true copy of

MUNYON'S

I do not believe there is a case of dyspepsia, indigestion or any stomach trouble that cannot be relieved at once and permanently cured by my **DYSPEPSIA CURE**.

MUNYON.
At all druggists, 25c a vial. Guide to Health and Medical advice free. 1505 Arch street, Phila.

DYSPEPSIA CURE

an order entered and on record in my office at Parkersburg, this 11th day of April, 1899.

In testimony whereof, I hereunto set my hand and seal of said court, at Parkersburg, this 11th day of April, 1899.

L. B. DILLEKER, Clerk.

How this action will be received by the strike leaders could not be learned this morning, reporters being unable to see them. Doubtless they will express their opinion that the situation did not call for such measures.

Fifty More Men Coming.

Early this morning, Secretary Shirley, of the Wheeling Railway Company, stated to an Intelligencer reporter that the road would be in full operation to-day. He said the company would have the services of fifty additional operators and conductors, who will be brought into the city some time to-day. He declined to say where these men come from, but it is supposed they come from Chicago, where the other outsiders hall from.

Commissioner Barton's Offer.

State Labor Commissioner I. V. Barton, of this city, acting under authority delegated to him by Governor Atkinson, yesterday afternoon waited on Secretary Shirley, of the railway company, and offered his good offices as mediator between the company and the strikers. He said that as he looked at it was not so much a matter of the employment of the eighty strikers at a restoration of wages paid before 1893, or of the several hundred thousand dollars invested by the company, but more a matter of the inconvenience placed upon a community of 70,000 people. Secretary Shirley responded that he appreciated Mr. Barton's motives, but he could not agree to treat with the strikers except as individuals. This, of course, made it impossible for the good offices of the state labor commissioner to be brought into play.

Road Operated Tuesday.

The company succeeded in operating some cars on Tuesday. At one time in the morning eight cars were running, but there was no attempt to follow a schedule. Later in the day, about noon, the number of cars running was decreased, and in the afternoon, at 5:30 o'clock, the last car, a Bridgeport one, was sent to the barns. The company evidently feared to attempt the running of cars after night. As related elsewhere, there was some obstruction to the operation of the road on the South Side, but the mischief was mostly done by boys who are, of course, entirely irresponsible. The traffic was practically nothing, many people staying off the cars because they sympathize with the strike, and others because they feared trouble, and still others because there was no regularity in the service offered.

Ohio-side men Stay.

The men running the cars on the Ohio-side line of the Wheeling Railway Company, between Bellaire and the lower end of Martin's Ferry, will not go out on strike. They refused to run their cars around the loop in Martin's Ferry, whereupon the company rescinded the order to that effect. Chairman Dilworth, of the street car working-men, says he prefers to have the over-the-river line operated for the reason it carries people who might otherwise ride on the cars in Wheeling.

The Strikers Meet.

At the usual daily meeting of the striking operators and conductors yesterday afternoon at 3 o'clock, at trades assembly hall, resolutions were adopted, again requesting all sympathizers to refrain from in any manner interfering with the operation of the road by the non-union men. The men say they deprecate any obstructive tactics that may have been employed by their friends.

They Were not Marshals.

Yesterday a rumor was in circulation that deputy United States marshals were in the city and that one was stationed on each car platform. This was a mistake, but there was one or two extra men on each car platform, and Secretary Shirley said these were men who are to operate the cars, and they were learning the routes.

Trouble at the Barns.

Last night about 8 o'clock there was a repetition of trouble at the Forty-eighth street barns of the railway company. A crowd of boys and men gathered and repeated their performance of the two preceding nights—the throwing of mud balls and other small missiles at the windows, more of which were broken. A Benwood policeman succeeded in putting an end to the demonstration.

Marshals Not Here yet.

It was thought the United States marshals would reach the city on the midnight Ohio River train, but on inquiry at the hotels their presence was not developed. It is supposed they will be here this morning, though the deputy who resides here may be delegated to serve the injunction.

The First Arrests.

The first arrests of the strike were made at noon by Chief Clemans and Mayor Sweeney. The disturbance occurred at the railroad crossing at Twenty-ninth street, and the parties arrested were two boys, Thomas Campbell and Charles Melcher, who were caught in the act of throwing potatoes at the cars by the chief and mayor who were driving along the street. The potatoes had just closed for the noon hour and a number of the younger employes hastened to the car and threw sundry missiles at the non-unionists. The boys gave bond for their appearance in court this morning, and the arrests, it is thought, will have a good effect.

The Tracks Obstructed.

The tracks suffered obstructions on Wood street, between Thirty-ninth and

Forty-second streets, and Mayor Sweeney ordered a man named Porter, formerly in the employ of the board of public works, to remove them, but he was supposed to be in the employ of the railway company when he started to clear the track, and later he reported at the city building that boys stoned him. He was considerably frightened, but returned to his work and had no further trouble. Bricks and stones were tossed on the rails on Twenty-seventh street. The extra men in the cars got out and removed them.

Strikers Assist Non-unionists.

The incident of the afternoon happened on Forty-third street, shortly after 12 o'clock. A south-bound car making the curve, jumped the track, near Meyer's grocery. The car was manned by three men, who made no effort to place the car on the track and it remained stranded for over an hour. Police Lieutenant Ed. Michaels telephoned to the barns, informing the officials of the affair, but after waiting some time and no aid coming, several of the strikers among the large crowd of spectators, volunteered their assistance. Lieutenant Michaels gave them permission, and the car was soon lifted back on the rails. Among those helping to put the car back was Chairman Dilworth, of the national car workers' executive board. Missionaries for the strikers had not been idle while the car was blocked, and they succeeded in inducing two of the three men to join their ranks. These two stated that they had been brought from Chicago under misrepresentations, and that they were willing to leave if they could get the money due them. The third man ran the car to the barns, and no other car was run on the Benwood line for the rest of the day.

Scenes at the Barns.

About 4:30 o'clock an Intelligencer reporter visited the trocha at Forty-eighth street, which has become the mecca for interested parties. It is this street which divides Ohio and Marshall counties, and the railway barns are just within Marshall county. Marshall, Furber and Officer Curran, of the Benwood force, were stationed on their side of the fence, while Mayor Sweeney, Chief Clemans, Lieutenant Michaels and an officer, "shined" on the Wheeling side. Probably fifty people were lounging about, but everything was as mild as a summer day. At 4:30 o'clock, a Bridgeport car came along, and aside from a few groans there was no demonstration of hostility. A few minutes later another car followed and went into the barns for the night.

Mayor Sweeney Talks.

Mayor Sweeney and Chief Clemans rode over the city line at intervals during the day, and their horse was kept moving. Speaking to the reporter the mayor said: "There has been no violence during the day, outside of the work of the boys, and we managed to catch two of them at noon. Until that incident I felt gratified over the situation, and I consider the situation as extremely good, in fact, I don't think any city in the country could offer less violence. Boys have figured in what harm has been done, but there has been no interference whatever with the men on the cars. Any disorder south of the county line is not chargeable to Wheeling, for our authority stops at the center of Forty-eighth street. I feel confident the company can run all its cars without molestation, and that the city can afford all the protection needed. To-day has demonstrated this fact clearly."

Corresponding statements were made by Chief Clemans, who intimated that the company wasn't trying very hard to run the cars. The chief had a body of men at Forty-eighth street, when the cars were taken out yesterday morning, and he said there was no interference with their operation.

The Work of Boys.

Marshall Furber, of Benwood, has been doing his best in cautioning the boys against throwing stones or eggs at the barns. There had been some of this work on previous evenings, he said, but the officers were unable to locate the guilty parties, for the boys were very shy about it and selected their opportunities. No cars were run into Benwood yesterday the stop for the return trip being made at Forty-eighth street. The company feared hostility in the lower part of the town, especially after dark, and it is believed that violence might ensue after dark in Aetnaville and Martin's Ferry.

"I'll Walk" Badges.

The number of "I'll Walk" badges distributed by strike sympathizers was probably greater on the South Side than any other section of the railway's territory, and they were conspicuous on every street, decorating the breasts of many of the fair sex as well.

Business Men to Meet.

In another column of the Intelligencer this morning will be found a very influentially signed call of the business men of the city, meeting at the chamber of commerce this evening to consider impartially the cause, merits, effects and remedy of the strike of the employes of the Wheeling Railway Company. Judging from the spirit of the call there will be a large turnout of representative merchants.

Said one business man to an Intelligencer reporter yesterday: "This strike is hurting the business interests of this city in more ways than one would think, and if it continues for any length of time the damage in dollars and cents can hardly be computed. I understand that the mills over the river will have a five weeks' pay to distribute among the employes on Friday and Saturday, and at a very conservative estimate the total sum will aggregate \$60,000. Under former conditions a great part of this money would come to this city; in fact some of it is due the merchants of Wheeling, but if there is no means of transportation it will be diverted to other channels of trade. I ask in all candor, can the merchants of this city afford to allow this to happen without making some endeavor to bring about a satisfactory settlement of the present differences between the street car company and its employes? It is a problem worthy of the wisest consideration."

The committee having this evening's meeting in charge has the assurance of the street car employes who will present their side of the present contention, and they will endeavor to also have present a representative of the railway company to explain the position of the corporation.

Chairman Dilworth, of the street car workers' national union, who is conducting the strike, believes the effect of to-night's meeting will be the settlement of the differences between the company and the strikers.

Painters Endorse Strike.

At a regular meeting of Local Union No. 91, B. P. D. of A., held Tuesday evening, April 11, the following was adopted:

Resolved, That as wage workers we endorse the demand of Local Division No. 183, Street Railway Workers, in their demand for a living wage.

Resolved, That we will aid them all

in our power morally, and if necessary support them financially.

JOSEPH THORNBURG, President.
CHARLES WALK, Secretary.

Typographical Union No. 79.

At a special meeting of Typographical Union No. 79, held on Tuesday, April 11, the following resolution was adopted unanimously:

Resolved, That we, Typographical Union No. 79, do hereby endorse the strike of Street Car Workers' Union No. 107, and pledge ourselves to do all in our power to assist them, both morally and financially, to secure a living wage.

CHAS. A. CARENBAUER,
W. C. JONES,
NED SIMS,
Committee.

THE INDUSTRIES.

The prospectus of the Federal Sawyer Pipe company, in which several of the big concerns up the river at New Cumberland, Toronto, Empire and other places are interested, gives the following information:

"The company is to be authorized to issue \$12,500,000 of 7 per cent. non-cumulative preferred stock (preferred as to capital and dividends), and \$12,500,000 of common stock; \$1,750,000 of the preferred and \$1,750,000 of the common stock are to be retained in the treasury for additional facilities, improvements or for other corporate purposes.

"The constituent companies, co-partnerships and individuals are to deliver their properties, plants, materials, merchandise, contracts, patents, trade marks and good will to the new company free of all indebtedness. This plan, exclusive of good will, have been appraised by competent committees, selected by the owners of the plant, at the sum of \$8,350,000. The "quick assets" of the constituent companies to be covered into the treasury of the new company exceed \$1,000,000, and the additional working capital provided under the plan is the further sum of \$750,000 in cash. It is estimated that the economies resulting from a single management of all the concerns will, in addition to the present earnings and without any material advance in prices, increase the net profits more than \$900,000 per annum. The owners of the plants have accepted in payment for their plants and underwritten about 80 per cent. of the securities now to be issued. The manufacturers having the largest business and the widest and most successful experience have consented to serve as directors of the new company and to manage its affairs."

For the purpose of carrying out the above plan, the Borg & Co. and P. J. Goodhart & Co. of New York, jointly offer for subscription \$2,750,000 preferred stock at par, with an equal amount of common stock.

Ohio Valley Iron Company.

The resignation of Superintendent Geor. A. Dean, of the Aetna-Standard's Mingo furnace, was a surprise. It was due to differences over the case of the Jefferson furnace. It is given out that Messrs. D. G. Sinclair, of Steubenville; C. F. Banning and Colonel Cooper, of Taylor & Co., of Pittsburgh, and B. M. Caldwell, J. L. Topping, J. I. Housway and G. A. Dean, of the Aetna-Standard, have organized the Ohio Valley Iron company, which is to have a capital stock of \$150,000, and they have an option to lease the Jefferson furnace from the La Belle and operate it. It is given out that President J. E. Wright, of the La Belle, opposes the lease of the furnace.

To Make Its Own Glass.

The Beaumont Glass Decorating Company, which occupies part of the old Northwood glass house at Martin's Ferry, is improving the factory, which has been idle for many years, with the expectation of manufacturing its own ware, which it has heretofore purchased. The work of getting the factory in condition for business has been going on quietly for some time.

The palate is almost tickled with Scott's Emulsion of Cod-liver oil. The stomach knows nothing about it, it does not trouble you there. You feel it first in the strength it brings; it shows in the color of cheek and smoothing out of wrinkles.

It was a beautiful thing to do, to cover the odious taste of Cod-liver oil, evade the tax on the stomach, and take health by surprise.

It warms, soothes, strengthens and invigorates.

SCOTT & BOWNE, Chemists, New York.

OVERWORKED WOMEN.

Letters to Mrs. Pinkham From Women Who Have Been Helped From Sickness to Health.

The ordinary every-day life of most of our women is a ceaseless treadmill of work. How much harder the daily tasks become when some derangement of the female organs makes every movement painful and keeps the nervous system unstrung!

The following letter from Mrs. WALTER S. BANTA, Sparkill, N. Y., tells the story of many women, and shows them how to get relief:

"DEAR MRS. PINKHAM:—I cannot thank you enough for all Lydia E. Pinkham's Vegetable Compound has done for me. When I wrote to you I had suffered for years with falling, inflammation and ulceration of the womb; my back ached, and I was so much distressed I could scarcely walk. I was a burden to myself and did not care whether I lived or died.

"I have taken five bottles of your medicine and it has done wonders for me as all my friends can testify. I can now do my own work, and do not know how to express my gratitude to you for the good, your medicine and advice have done me. I owe my life to Mrs. Pinkham."

Mrs. Pinkham's counsel is offered free to all women who need advice about their health. Her address is Lynn, Mass. Mrs. P. H. HUTCHCROFT, Kelton, Iowa, tells here in her own words how Mrs. Pinkham helped her:

"DEAR MRS. PINKHAM:—I was in a very bad condition before I wrote to you and began the use of Lydia E. Pinkham's Vegetable Compound. I did not know what to do. I suffered terribly every month, when on my feet would have such a bearing-down feeling, was very weak, womb was swollen, back ached, appetite was very poor, also had trouble with my head. I have taken several bottles of your Compound and cannot say enough in its favor. It helped more than all the doctors."

Lydia E. Pinkham's Vegetable Compound; a Woman's Remedy for Woman's Sills



McFadden. | McFadden.

BEST 4 PLY LINEN COLLARS IN WHEELING FOR 10c.

Collars for Men, Collars for Ladies, Collars for Boys, all the latest up-to-date styles to pick from, every collar an extra fine quality and warranted 4 ply. sizes 12 to 17, for only 10 cents, or 3 for 25 cents.

McFADDEN'S SHIRTS, HATS, SHOES,
1316 to 1322 Market Street, Wheeling.

51st Annual Statement

THE PENN MUTUAL LIFE INSURANCE CO.

OF PHILADELPHIA.

Home Office 921, 923 and 925 Chestnut St., Philadelphia Pa

Net Assets, January 1, 1898, at market value.....\$30,517,232 52

RECEIPTS DURING THE YEAR.

For Premiums and Annuities.....\$5,555,342 63
For Interest, Etc., 1,715,961 52— 8,571,204 51

\$30,188,553 03

DISBURSEMENTS.

Claims by Death.....\$1,582,527 66
Matured Endow-
ments and An-
nuities.....450,773 57
Surrender Values.....735,583 75
Premium Abor-
ments.....\$69,976 05

Total Paid Policy Holders.....\$3,639,631 43

Added to Reserve.....\$2,745,841 00.

United States, Pennsylvania and other state taxes.....243,617 17
Salaries, Medical Fees, Office Expenses.....272,567 15
Commissions to Agents and Brokers.....\$45,076 70
Agency and other Expenses.....99,978 84
Advertising, Printing and Supplies.....37,638 44
Office Furniture, Maintenance of Building, etc.....\$7,125 76— 5,303,655 49

Net Assets Jan. 1, 1899.....\$32,955,592 54

(Being sums allowed in reduction of collectible premiums and accumulated.

ASSETS.

City Loans, Railroad and Water Bonds, Bank and other Stocks.....\$11,574,594 66
Mortgages and Ground Rents, (first liens).....18,157,321 57
Premium Notes, Secured by Policies, etc.....1,209,565 31
Loans on Collateral, Policy Loans, etc.....5,152,112 04
Home Office and Real Estate bought under foreclosure.....2,775,570 55
Cash in Banks, Trust Companies and on hand.....515,915 24
Net Ledger Assets.....\$30,555,572 54
Net Deferred and Unreported Premiums.....752,619 46
Interest Due and Accrued, etc.....309,138 22
Market Value of Stocks and Bonds over Cost.....457,982 94
Gross Assets January 1, 1899.....\$32,065,292 96

LIABILITIES.

Death Claims Reported, but awaiting proof.....\$ 142,941 87
Reserve at 4 per cent to Re-insure Risks.....\$9,520,523 00
Surplus on Unreported Policies, etc.....97,358 57
Surplus, 3 1/2 and 4 per cent basis.....4,458,074 22— \$5,065,885 66
New Business of the year, 14,049 policies for.....\$8,520,714 00
Insurance outstanding December 31, 1898.....59,155,572 54
65,185 Policies for.....\$15,544,572 50

S. H. KASLEY,
General Agent for West Virginia.
1213 Market Street, Wheeling W. Va.

G. MENDEL & CO.

A Bed Surprise.

This Metal Bed, minutely described below, is entirely too good for the money. It is so good that no dealer in this city can get them by the carload for the figure we're going to name. You have our word for it. Proof—go into any store in the city and price this bed or any bed similar to it. How we come to have the 200 is no matter. We have them, and we're going to put the price this week at

\$4.25! \$4.25! \$4.25! \$4.25!

The bed is well worth \$6.50, and you'll pay that for a bed not so good by half in any store in town. They'll not be here long; in fact, this notice will create a run on beds. The beds are made of STEEL, with heavy brass-top rails and mounted; have 11-16-inch posts, 5-16 and 3-8-inch filling, 5-8-inch brass-top rods, 2-inch mounts and solid brass vases and spindles; extended foot ends. Height of bed, 54 inches.

Credit Cheerfully Given { Investigate Our Credit System. You'll Find it the Most Advantageous in the City for Honest Goods at Honest Prices.

G. MENDEL & CO.,
ELECTRIC WALL PAPER AND CARPET CLEANER, THE BEST ON THE MARKET.
1124 Main Street.

GAIL BORDEN EAGLE BRAND CONDENSED MILK

HAS NO EQUAL AS AN INFANT FOOD.

"INFANT HEALTH SENT FREE." NEW YORK